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H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,969 號玖拾陸百玖千叁萬壹第 日十叁月壹十年捌十二號光 HONGKONG, MONDAY, DECEMBER 29, 1902. 壹年禮 號玖廿月式零百九仟壹英港壹 PRICE, \$21 PER MONTH

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Finest Scotch Whiskies
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SIEMSSSEN & CO., Hongkong.

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7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
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8.4 p.m. & 9 p.m., 9.45 to 11.15 p.m., every 1 hour.
SUNDAY.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
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Extra cars at 11.30 a.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902.

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MCKIRDY & CO.,
43 & 45, QUEEN'S ROAD EAST,
Hongkong, 1st April, 1901.

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CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).

Wholesale and Retail from
LANE, CRAWFORD & CO.,
sole agents.
Hongkong, 22nd October, 1902.

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PORTLAND CEMENT.
In Casks of 375 lbs. net \$6 per Cask or Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
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General Managers.
Hongkong, 3rd December, 1902.

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No. 16, LYNDHURST TERRACE.
JUST RECEIVED A Large and Fashionable Stock of Ladies' and Gentlemen's Cloths; Various Kinds of Dress Stuffs; Colour'd Silk and Satin; Lace; Handkerchiefs; Silk; Woolen and Sequin Trimmings; Ladies', Gentlemen's, and Children's Boots, Shoes and Slippers; Coatings of Tweeds and Serge; Woollen Singlets, Sweaters, and Socks; Linen Table Cloths and Napkins; Turkish Towels; Assorted Kinds of Toys; Xmas and New Year Cards, &c.
Hongkong, 9th December, 1902.

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Their Brands are favourably known all over the World.

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SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$25 PER DOZ. \$22 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
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THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,

\$11.75 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

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MEMPHIS JAPAN ... \$18.00 BO PEEP

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Coman Doyle's Beer War, Complete Edition ... 6.00 YOUNG ENGLAND, &c.

Ball's Story of the Heavens ... 8.50 SANDOW'S OWN COMBINED DEVELOPER

Elbow Room, by Max Ader ... 1.35 SANDOW'S GRIP DUMBBELLS.

Racquet and Tennis ... 4.00 PLAYING CARDS. CARD GAMES

Temptations of a Wife ... 1.75 GAMES OF ALL KINDS.

Crockett's Flower-o'-the-Corn ... 1.75 SALTER'S RACKET LACKETS BEST QUALITY, \$7.50

Dickens' Works; Complete Set, in 15 Volumes ... 17.00 NEW STOCK OF CHOICE ENGRAVINGS.

Laing's Modern Science ... 3.00 BOXING GLOVES. SANDOWN LAWN BOWLS. CRICKET SETS.

Laing's Human Origins ... 3.00 TENNIS GOODS. CROQUET SETS.

Laing's Problems of the Future ... 3.00 EGYPTIAN CIGARETTES.

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COLLING'S BLOTTING PAD DIARY.

CHRISTMAS AND NEW YEAR CARDS. VERY LARGE VARIETY.

BRIAR WOOD B B PIPES.

INDIAN CIGARS.

BOYS' ANNUAL. CHUMS.

YOUNG ENGLAND, &c.

SANDOW'S OWN COMBINED DEVELOPER

SANDOW'S GRIP DUMBBELLS.

PLAYING CARDS. CARD GAMES

GAMES OF ALL KINDS.

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TENNIS GOODS. CROQUET SETS.

Egyptian Cigarettes.

INDIAN CIGARS.

INDIAN CIGARS.</

I. TIMATION

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SEASON.

PORT AND SHERRY

Of the Finest Quality and Vintage.

CHAMPAGNE.

JULES MUMM & CO.

A Wine for Connoisseurs.

WATSON'S



SCOTCH WHISKY.

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Quality Guaranteed.

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CONFECTIONERY

Of the highest class in great
variety, imported from the lead-
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CIGARS AND CIGAR TTES.

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&c., &c., &c.A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

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Only communications relating to the news columns
and not addressed to THE EDITOR.Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.All letters for publication should be written on
one side of the paper only.Any unauthorised signed communications that have
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DEATHS.

On the 27th December, at 11:30 p.m., at
"Spurgeson," Peak Road, RACHEL, the dearly
beloved wife of David Haskell, aged 37 years.
Deeply regretted.On the 2nd December, at Shanghai, EDWARD
BARTON, aged 69 years.The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 29th December, 1902.

NOTWITHSTANDING the very cautious and statesmanlike speech delivered by Mr. BALFOUR at the Lord Mayor's banquet last month, it is clear to any one who can read between the lines that the condition in Europe is by no means satisfactory, and that unless something very unexpected happens the continent is rapidly drifting into a war which, as far as can be foreseen, will not be of less importance nor fraught with fewer territorial and constitutional changes than the struggle that followed the great upheaval of the nations after the great French Revolution. We have lately at some length spoken of one of the causes making for war in the mischievous movement of Pan-Germanism. The inevitable result of any attempt on the part of the North Germans to possess themselves of the German provinces of Austria will be the claim of Russia, with the tacit adhesion of the Slavonic provinces, to seize the former portions of Poland which she condescendingly gave to Prussia and Austria, as a sop to induce them to close their eyes while she swallowed up the lion's share of that ill-fated kingdom. But the position of Russia herself is one calling for grave consideration, as there are there also serious movements which seem to be impelling her, almost unconsciously to herself, into a life or death contest. Somewhat foolishly, it seems to us in the face of recent developments, our recent policy of yielding has

been, as it was certain to be, interpreted as due to fear, pure and simple, that being the only motive comprehensible to a nation in Russia's stage of semi-civilisation. That we committed a grave error in withdrawing our fleet from Port Arthur when we held in our hands the key to the entire position is now only too apparent to the most peacefully disposed. Our apparent weakness has in fact already brought us dangerously near the inevitable. But have we been lately displaying any firmer purpose? We made, it is true, an alliance practically offensive with Japan, but we find that, so far from taking any notice of it, Russia is quietly and steadily advancing in places and by methods that not very many months ago we held out to her would end in war. Yet in the face of this, with each step forward we withdraw and take a less prominent position. It is only a week or so ago since Russia quietly informed our Government that the time had come when in her own interests she ought to open direct communications with Afghanistan. We seem to have simply said, no, but to have refused our consent in such a half-hearted manner that not unnaturally she now tells us that she has been ever so long ago in direct correspondence and does not intend to withdraw. It never seems to have occurred to our statesmen when the idea was first suggested to point out to Russia that any change of policy on our part must be preceded by a fundamental change in her own methods. For instance, we have permitted ourselves little by little to be excluded from the entire of the continent of Asia except the seaboard. When Russia takes measures to throw these regions open to our commerce and our influence we are quite prepared to view in the fullest and most friendly spirit of reciprocity her wishes. As the case is, every step gained by Russia becomes the ground for asking for more, to the direct loss not only of our prestige, but of our means and capacity for trade. When is this to stop? Stop it must, and that soon unless we intend to give up our independence, and continue to exist merely on the sufferance of Russia. The question is not here of waiting for a convenient season. As matters stand we have to face the inevitable; shall we be better prepared six weeks or six months, or even two years hence, if by going back we should encourage Russia in her present mood? When we come to look into Russia's internal condition, we can see that unless some very definite course be taken to put an end to this game of aggression, Russia herself will be utterly unable to extricate herself from the consequences of her own wilful acts. As yet Russia is in a manner a free agent, but the internal causes at work are rapidly driving her along a course where the only alternative to bursting up her own Empire will be to dominate the liberty not of one state, but of the whole of Europe. A very interesting letter from a Russian statesman, Prince MESTCHERSKY, which appeared in the *Times*, arrived by last mail, throws a lurid light on the internal condition of the Empire. You English speak lightly, he said, of the introduction of representative institutions into Russia, as if that could be a panacea. How would Englishmen with their experience of free institutions behave under an autocracy? The real evil of Russia is her irresponsible bureaucracy: would you desire to see that increased and strengthened? Yet that would be the inevitable result of introducing institutions which need the education of centuries. Look at France, whose "furel" constitution is debasing and degrading her; would not Russia be in worse state? The real evil is far deeper. Prince MESTCHERSKY sees the only possible escape for Russia in an autocracy; but is an autocracy on the old lines that have built up the Russian Empire any more possible? We know not, and herein lies the danger that is driving Russia headlong to perdition, and threatening to take Europe with her. Circumstances are unequal at the moment; the Emperor NICOLAS II is not certainly fitted for an autocrat; he has no son, and is now hardly likely to have one. The next heir is of feeble constitution, and at best displays none of those marks of a strong man that would enable him to grasp the needs of the country, and insist on their being brought into action. The third heir is unpopular with people and bureaucracy, and any attempt to disturb the latter except by a prince who possessed the confidence of the entire people would bring him to the end only too familiar to reforming Tsars. Whatever happens, the bureaucracy feels that there is coming a struggle for existence, and every effort to divert the attention of the nation by diplomatic or military victories may, we may rest assured, be attempted. Our statesmen probably have foreseen this, but they exhibit no sign of comprehending it. Herein lies the danger. Unless we take some stronger steps than we have hitherto done we are giving Russia the chance of selecting her own time and place for beginning the conflict.

The British troopship *Cleopatra* left on Saturday for Calcutta with the 10th Jats on board. Yesterday the U.S. monitor *Monterey* left for Canton.

The wife of Mr. David Haskell, merchant, of this Colony, died at "Spurgeson," Peak Road on Saturday, and was buried at Happy Valley yesterday. Much sympathy in his great loss is extended to Mr. Haskell.

The funeral took place at Happy Valley on Saturday afternoon of Gunner Ponsonby, R.G.A., who committed suicide on the previous afternoon by jumping from the upper verandah in "C" Block. He had been in the Army for over eleven years.

There has been a report in Shanghai, says the *N.C. Daily News*, that river steamers for the proposed French company are being built at Foochow Arsenal. As far as we can learn from Foochow the report is unfounded, the only vessel building at the arsenal there being a steamer 160 feet long.

The Indian watchman whose stoppage of a Chinese girl whom he suspected of theft is said to have been the primary cause of the fatal fight a week ago between Chinese workmen and Indian watchmen at Quarry Bay, was on Saturday charged at the Police Court with assault and remanded.

We have a copy of the first number of the *Anglo-Chinese College Magazine*, a production put up by the students of the Anglo-Chinese College, Kulanlung, Amoy, and edited by Mr. J. C. G. Cumming, of the College. The magazine gives promise of being a valuable educational means for the students.

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 27th December:—Christmas holidays have interfered with the business, and but little has been done in shares during the week under review. The market closed, however, with a much firmer tendency for a good many stocks.

Verdict was given on the 17th inst. in the action of the grogshop-keepers against the *Nagasaki Press*. Judgment was in favour of the defendants with costs. This was an action brought by grogshop-keepers at Nagasaki, who considered themselves libelled by certain remarks made by the *Nagasaki Press* on the way their business was conducted.

The *Messagerie Maritime* mail steamer *Haiphong* will leave here for Toukin on the 1st prox. under the new arrangement, which enables a person to see the *Hanoi* Exposition, spend five days in Toukin, and return to Hongkong within nine days. The reduced fare remains as before, \$75 return ticket. Eighty passengers went down on the last trip, and no doubt a larger number will leave for the New Year holidays.

There has just been issued from the office of this paper the *Directory of Protestant Missionsaries in China, Japan and Corea* for the year 1903. The contents are included in the large *Directory*, but for convenience are also published in this separate form. A complete list of names will be found within its pages. The different missions are arranged in alphabetical order, and there is at the end a similarly compiled list of missionaries, so that reference is easy. This *Directory* extends to over 80 pp.

We have received from the agents here of the Pacific Mail S.S. Co. a pictorial card giving the times of the record run achieved by their splendid new steamer, the *Korea*, 12,000 tons, on her first voyage from Yokohama to San Francisco. At the top of the card is a photographic view of the vessel. As has been already made known through the *Daily Press*, the steamer sailed from Yokohama on 18th October at 12.43 p.m. and arrived at San Francisco on the 28th at 10.30 a.m., her time her fore being 10 days, 15 hours, 15 minutes.

The British Municipal Councils of Tientsin have issued the following order:—"It having been decided that the use of laden trolleys in the public roads is detrimental to the safety and convenience of the public, and entails undue wear and tear on the roads by reason of the concentration of weight, notice is hereby given that excepting on the Bund, laden trolleys will not be allowed in the roads after March 1st, 1903." Some such order would be appreciated in Hongkong, where the street dangers from heavy hand-carts are notorious.

A Shanghai native paper's Peking correspondent writes that "General's 's' u" policy in quelling the Kwangsi rebellion has been pardoning those insurgents who surrendered. Lately he has again asked permission of the Grand Council to pardon a prominent rebel leader, Hsin Ching-sen and others. The Grand Council replied that the General's policy could be used as a temporary remedy only, but could never be pursued as a permanent one. Again in the rebel leader Hsin and others are of most fierce nature and full confidence should not be given to their promises, so the General must test them to their full before accepting their surrender."

In connection with the *fras* which occurred at Kowloon on Saturday, the 20th inst. between some soldiers of the 10th Bombay Light Infantry on one side, and the police and a few civilians on the other, we learn that the military authorities have taken measures for the punishment of the offenders belonging to the regiment. General regret must be felt among Kowloon residents at the unfortunate occurrence, which after all arose from trifling beginnings; for few regiments have done more to make themselves popular than the 10th Bombay, and from Colonel Birdwood downwards the officers and men are justly proud of the high rank to which the battalion has attained as disciplinary force.

Joint Stock Shares, Northern Notes, and Late Telegrams will be found on page 5.

Mr. Griscom, the new U.S. Minister to Tokyo, is a son of the President of Morgan's Atlantic Compte.

The surplus of the Coronation Fund at Tianjin, \$5,917, is to be handed to the Diamond Jubilee Hospital there towards the cost of an Isolation Ward.

The new "Shire" liner *Monmouthshire* on her recent voyage lost two blades of her propeller in the Island Sea of Japan and another between Kobe and Yokohama, and has to dock either there or at Urata.

The Builders' and Traders' Exchange of Honolulu has passed a resolution in favour of the admission of Chinese labour to the Hawaiian Islands. It is to be forwarded to the U.S. Government.

The *China Times* of the 15th inst. has a statement that an Imperial Decree issued on the 12th announces that the Government would take over all the shares in the China Merchants' S.N. Co. at par, and place the future control of the company in the hands of H.E. Yuan Shih-kai.

There are at present four merchant steamers under the Corean flag, but the peninsular Government possesses no navy. The *Osaka Asahi* learns that the Kawasaki dockyard, Kobe, has obtained the contract for the construction and arming of a Corean cruiser. The cost is fixed at 500,000 yen, or if 50,000 is being paid in advance. This, the first Corean warship, will have a displacement of 1,800 tons and a speed of 14 knots, and is intended to be employed as a Government transport, and lighthouse and Customs cruiser, in ordinary times. She is to be ready for sea in 18 months. The cost of construction is to be appropriated from Customs revenues, and it is reported that Mr. McLeavy Brown, Chief Commissioner of Corean Customs, is one of those who signed the agreement for the Corean Government.

THE QUARRY BAY AFFAIR.
As a result of investigations made by the police in connection with the murder of an Indian watchman at Quarry Bay on the 20th inst., a posse of police under Mr. F. J. Badley visited Shaikwan on Saturday night, and it is said that something like twenty Chinese have been arrested in connection with the affair.

MASONIC.
At a regular meeting on Saturday evening of Zelând Lodge No. 522 Wor. Bro. B. Brotherton Harker was installed Worshipful Master, the ceremony being performed by Wor. Bro. E. C. Ray, Deputy District Grand Master. The following officers for 1903 were afterwards invested:—I.P.M., Wor. Bro. Jds. James Bryan; S.W. Bro. I. W. L. Oliver; I.G., W. Bro. Henry Sykes; chaplain, Bro. T. Wright; treasurer, Wor. Bro. G. J. B. Suyer; S.D., Bro. W. H. Purcell; D.C., Bro. Geo. A. Diss; I.G., Bro. G. Patton; secretary, Bro. E. Ralphs; J.D., Bro. A. H. Skelton; organist, Bro. G. Grimble; Tyler, Bro. J. Vanstone; steward, Bros. J. Parkes and J. C. Lowe.

RAVERY RECOGNISED.
In our issue of the 23rd inst. we published the following paragraph:—"On Sunday a sampan was capsized in Yamnati Bay by a cargo-boat running into it. The occupants, a woman and two children, were thrown into the water, and ran a narrow escape for their lives. A Yamnati ferry-launch was passing at the time, and seeing the 'dauber,' two Chinamen jumped into the water and held up the drowning trio until they were safely picked up. One of the children was far spent and had to be sent to hospital." A Parsee gentleman has written from Canton enclosing a \$10 bill which he asks should be given to the two Chinese men who rescued the sampan people, and we shall be glad if the police, who supplied us with the information, could trace them for us, when the money will be handed over.

PROPOSED NEW DOCK AT MOJI.
The *Nagasaki Press* states on the authority of a vernacular paper that the proposal in favour of establishing a dockyard company at Moji, with a capital of 500,000 yen subscribed jointly by both Japanese and foreigners, is now being realised under the leadership of Mr. Yasutaro Shindo. The result of the promoters' conference held on the 26th of last month was that they decided to construct a dry dock having a length of 400 ft., a breadth of 75 ft. and a depth of 28 ft., and a patent slip for the accommodation of coasting steamers. The promoters are now arranging to form a joint stock company to expedite the realisation of their scheme. The paper adds that the promoters desire to complete the work of construction in 18 months from its commencement.

THE FORMOSA OPIUM CONTRACT CASE.
The hearing was resumed in the Kobo Chiho, Saibansho before Judge Sayemura and two Associate Judges, of the action brought by Mr. Robert Hughes against Sir Marcus Samuel and other partners of the firm of Messrs. Samuel & Co. of Kobe and Yokohama. Mr. Hirata appeared for the plaintiff, but the defendants did not appear and were not represented in Court, and the case was proceeded with in default of the defendants. Mr. Hirata having stated the subject matter of the claim and explained the petition, judgement was given for the full amount claimed.

THE ZANZIBAR SLAVE TRADE.
A blue-book on the slave trade at Zanzibar contains a despatch from Lord Lansdowne to Sir C. N. E. Eliot, British Agent and Consul-General at Zanzibar, approving of Consul Cave's action in reference to the labour question.

THE CROWN PRINCESS OF SAXONY.

The Crown Princess of Saxony refuses to

return to her father, fearing that he will place

her in an asylum, though she is quite sane.

It is alleged that the recent injury which

the Crown Prince of Saxony received was not the

result of a hunting accident, but of a duel with

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 26th December, 11.10 p.m.

ITALIAN MISSIONARY CLAIMS.

The Italian Ministry has fixed the indemnity due to the Italian missionaries in China at 14,000,000 francs.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 28th December, 11.22 a.m.

A CHINESE DEPARTMENT OF COMMUNICATIONS.

Viceroy Yuan Shih-kai has proposed and the Imperial Government has accepted a scheme for the formation of a Department of Communications on the Japanese model, having complete control of China's postal service.

GERMAN POST OFFICE AT SHANGHAI.

A great ceremony took place here yesterday over the laying of the foundation-stone of a grand German post-office in the British settlement.

SHANGHAI, 28th December, 4.20 p.m.

WELL-KNOWN TRAVELLER COMING HERE.

Mr. A. H. Savage Landor arrived here to-day by the Pacific Mail s.s. *China*, and is going to Hongkong.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 26th December, 11.10 p.m.

VENEZUELA.

President Roosevelt has declined to act as arbitrator in the Venezuelan disputes. The European Governments concerned have therefore agreed to accept arbitration by the Hague tribunal.

FIRES.

THE EVACUATION OF SHANGHAI.

Shanghai, 22nd December.
DEPARTURE OF GERMAN TROOPS—FATAL ACCIDENT.

The departure of 150 men of the German garrison from Shanghai on Saturday morning was marred by a fatal accident. As the company, headed by officers and the band of the regiment, were passing the offices of the Equitable Life Insurance Society, on the Bund, the horse of a mounted infantryman collided in some way with a carriage, shied, and threw its rider, a young man 24 years of age, named H. G. Dann. Both legs of the unfortunate soldier were broken, several arteries were severed, and, to make the nature of the fatality more terrible, a sharp knife in one of his trouser pockets was driven, by the force of the impact, right into the groin. Prompt assistance was immediately rendered by Dr. Wendel, the regimental doctor, who was present, and a number of gentlemen who witnessed the accident. Dann was taken inside the offices of the Imperial Bank, and from there he was conveyed to the General Hospital. Here, despite every effort to save his life, the poor fellow died during the afternoon.

In connection with the departure of the troops another regrettable feature made itself apparent, and that was the absence of British officers at the jetty. The officers of the French garrison were present, and it is a pity that a misunderstanding should have interfered with the presence of the British officers to bid a hearty adieu to their German *confrères*. Owing to this omission, the German garrison may not be officially represented at the departure of the British troops to-day.

Later in the day on Saturday a company of the German garrison embarked on board a steamer for Tsingtao. They marched from the camp to the jetty accompanied by the regimental brass and drum and fife bands.

The 10th Jits will start from the Jessfield camp at eight o'clock this morning. At the Loong-fai bridge they will be met by the Town Band, which will play them down the Maloo, along the Bund, and over the Garden Bridge to the Shanghai and Hongkow Wharf, where they will embark on the transport *Cleve*. From two till three o'clock this afternoon a reception will be held on board by Major Maxwell and the officers of the regiment. The transport will leave soon after three o'clock.

Shanghai, 23rd December.
DEPARTURE OF BRITISH TROOPS.

Yesterday the British garrison, consisting of a battalion of the 10th Jits, left Shanghai for India. The camp at Jessfield was left at eight o'clock, the column being preceded by four mounted Sikh police, and headed by Major Maxwell, the officers, and the regimental band. When passing the German Camp in Bubbling Well Road, the troops were joined by Count von Schlippenbach, the Commander of the German garrison, and several German officers, who accompanied their comrades in arms. At the Loong-fai bridge the Town Band met the troops, and played them down the Maloo, and along the Bund into Hongkow, where they marched straight on board the transport *Cleve*, moored at the Shanghai and Hongkow Wharf. The men, who were attired in khaki service uniform, looked fit and well, and their progress through the Settlement created much interest among the foreign and Chinese spectators.

In the afternoon a reception was held on board the *Cleve* by the officers for their friends, and it was largely attended. Mr. R. W. Mansfield (British Consul), Mr. F. S. A. Bourne (Acting Chief Justice), Lt. Col. Ducat (Military Attaché), Lt. Col. Mackenzie (S.V.C.), Madame and M. L. Rastelli (French Consul), and the whole of the officers of the French garrison, being conspicuous on deck. The Town Band, stationed near the ship, played appropriate tunes from two till three o'clock, and then all visitors disembarked. "Auld Lang Syne," "A Life on the Ocean Wave," and "God Save the King" were given by the regimental band, and the big ship slowly moved away from the wharf. As she started on her homeward journey, hearty cheers were given and responded to, and the crew of H.M.S. *Pique*, formed up on the deck of the warship, gave their comrades of the sister services a rousing farewell.

Throughout their stay in Shanghai, the officers have made numerous friends, who were all sorry to bid them good-bye, and the men have done much to enhance, by their behaviour, the fine record for excellent conduct held by the men of the Indian Army, who have been in China since 1900.—*N.C. Daily News*.

ENTERTAINMENTS.

POLICE SMOKING CONCERT.

By permission of Mr. F. J. Badsey, Captain Superintendent, the Hongkong Police held a smoking concert on Saturday evening in the Mess Room at the Central Station. The entertainment was highly successful, and the various items on the programme were very well sustained. Sergeant H. Garrod presided with his accustomed acceptance. The company numbered in all about 150. Among those present were Mr. P. P. J. Wodehouse, A.D.S.P., Chief Inspector A. Mackie, Inspectors H. G. Baker, W. L. Ford, J. Gauld, D. D. Cuthbert, and J. H. Gidley. The entertainers were the Brothers Francis, who gave exhibitions of their skill as variety instrumentalists besides playing the piano forte accompaniments; Messrs. W. Dockray, Denham, Robin, Harris, F. Varney, Armitage, P. Martin, McCarty, J. Cooper, vocalists; C. Burnett, vocalist and electrician; W. Rogers, comic singer; Gus Gregory, comedian and comic soloist; and last but not least, Captain Calder, who gave a humorous description in verse of a voyage up from Australia. Mr. Goodwill also assisted at the piano. Refreshments were served during the evening and a most enjoyable time was spent, though the proceedings near the finish were suddenly cut short by the ring of the fire-hill. The committee in charge of the arrangements carried out their work admirably. Mr. H. Garrod was president, and the other members were Messrs. M. Davitt (vice-president), J. C. Wildin, E. H. Evans, J. Gibson, W. Wright and J. Dovey.

CONCERT AT KOWLOON DOCKS.

On Saturday evening, at Kowloon Docks, an enjoyable variety entertainment was given by the members of the Dock Amateur Dramatic Society. The programme comprised instrumental and vocal numbers and a couple of sketches, both of which went very well. Mrs. Clegg won applause by her cleverly executed contributions on the piano and violin.

CRICKET.

H.K.C.C. v. UNITED SERVICES.

The result of this match, which was played on Friday and Saturday last, was a great disappointment to the Club supporters, many of whom thought the Club team to be a strong one, and one likely to make a good fight against their powerful opponents. At no time, however, did the Club look like making anything of a game of it, and their bowlers can scarcely be said to have had even a run for their money. The only satisfactory thing about the match, from the Club's point of view, was the fact that the bowling was distinctly better than usual. J. T. Dixon especially bowled very well, and Pearce would appear to be quite above the average; in fact, if the bowling had only been backed up by better fielding—especially in the matter of holding catches—and butting of even average quality the match might well have resulted quite differently; as it was, however, the butting broke down completely and not one of the team can be said to have shown any form worth mentioning. For an apparently fairly strong batting side to be dismissed twice, on a goodish wicket, by bowling such as was brought against them, for a total of 104, does not say much for the capabilities of the Club batsmen at the present time, and it would appear that more regular practice at the nets would be beneficial. Owing to the late arrival of the Naval contingent, a start could not be made on Friday until 11.30. Garde beat Ward in the toss but, contrary to expectation, he decided to send his opponents in first. It is doubtful whether anything was gained by this decision, but certainly, as the game went, nothing was lost by it. The Club began batting with Turner and E. W. Maitland, and Mackinlay and Fawcett started the bowling. With only 4 runs scored, Maitland was out and W. Dixon came in. He overshot the first ball he received, but was smartly caught at the wicket off the second. Arthur followed and infused a little life into the game and hope into the hearts of his side by making two or three good hits. In the meantime, however, Turner had been bowled for 5, and J. T. Dixon took his place. When he had made 12, Arthur was once bowled by Mackinlay and L. Maitland came in. It was at this stage of the game that the hopes of the Club supporters were raised, as Maitland and his partner for a time defied the attacks of their opponents. Maitland had a fair share of luck and Dixon was given "not out" from a doubtful looking catch after he had apparently given himself up for lost. With the score at 49, however, he was caught at the wicket for a well-played 20. Ward followed him and played with more than usual care; he soon lost his partner, who was bowled by Fitch, who had gone on in place of Fawcett. Pearce came in, but after making 8 was bowled by Mackinlay. Ward in the meantime played careful cricket and looked like staying in till the fifth hour. He, however, hit out at the last ball bowled before tea, and was well caught in the long field by Smith for a patient 15. After tea, Lambie played well, but the whole side was out for the poor total of 107. The fielding of the Service men was good and Mackinlay bowled uncommonly well throughout the innings, taking 7 wickets for 45 runs. The United Services began batting with Fawcett and Garde, and Cooper and Powell bowled; when he had made 7 out of 11, Fawcett was bowled by Powell, and Pringle came in. He and Garde played good cricket and took the score to 75 before the latter was bowled for 41. He gave two chances to cover point; otherwise his innings was a capital one in every way. With Moore in, another stand was made and, though frequent changes were made in the batting, the score was taken to 99 before Pringle succeeded to a fast one from Cooper. Pringle had played excellent cricket for his 33, and so far as could be seen, gave no chance. Moore also played well, though he gave a palpable chance to the wicket keeper. He was joined by Clark, who hit up 22 in a very short time; he, however, was badly missed by Powell in the long field, as also was Moore, and had it not been for these mistakes the total of the Service team would have been much smaller. Moore's 49 was nevertheless a capital innings and was invaluable to his side. None of the others did much and the innings eventually terminated at 45 for 107. The ground fielding of the Club men was better than usual, but the inability of some of them to hold catches was simply lamentable. J. T. Dixon bowled uncommonly well, taking 6 wickets for 35, and was a pity that he was not put on sooner. Pearce bowled well and took 2 wickets for 14. Cooper is a decided acquisition as a bowler, and with a wicket to snit him should be much more effective. With the downfall of the last Service wicket, stumps were drawn for 2 runs.

Play began at 11.35 on Saturday, the delay being this time caused by the late arrival of several members of the Club team. Ward and Turner opened the batting and Mackinlay and Fawcett again started the bowling. Ward sent the first ball sent down for 4 and made and upped hit for 2; in Mackinlay's second over, however, he was caught at the wicket from a ball that popped up off the back of his hand. This was not the first of the many disasters that were to follow. The batting had been bad in the first innings, but it was worse in the second and only E. W. Maitland, Pearce and W. Dixon succeeded in making double figures. These three, indeed, were the only men to make any show at all; the least said about the rest, the better. E. W. Maitland distinguished himself by "bagging a brace" and others nearly succeeded in following his example. The whole side was out for a miserable 92, which, with the 102 of the first innings, gave them their opponents only 28 runs to get. The fielding of the Service men was again good and Fitch bowled with great success, taking 5 wickets for 2 runs.

Rimington and Pringle were sent in to make the necessary 28 runs, and J. T. Dixon and Pearce bowled. When he had made 11 out of 22, Rimington was stumped. The batsmen did not appear to understand the decision, but there is no doubt that it was a correct one as he raised his bat to foot just as the ball fell from the wicket-keeper's hands on to the wicket. Moore joined Pringle, and between them they had no difficulty in knocking off the necessary 6 runs. The match thus ended in a hollow victory for the United Services by 9 wickets.

The following are the full scores and analyses:

H.K.C.C.

Second Innings.

W. G. D. Turner, b Fawcett	5	b Fawcett	3
R. W. Matheson, c Clark	0	c Garde, b Fitch	0
L. Maitland, b Maitland	9	b Fitch	16
William Dixon, c Garde,	0	b Fitch	13
H. Arthur, b Mackinlay	12	not out	3
J. T. Dixon, c Garde, b	1		
Mackinlay	21	b Mackinlay	1
T. D. Fawcett, c Garde, b	21	b Mackinlay	1
A. G. Ward (Capt.), c	0	b Mackinlay	6
E. W. Powell, c Mackinlay	15	c Garde, b Mackinlay	6
P. T. Lambie, not out	10	c Garde, b Mackinlay	8
T. D. Fawcett, c Garde, b	9	b Mackinlay	7
C. R. S. Cooper, c Moore,	5	b Mackinlay	5
b Mackinlay	2	c Garde, b Clark	5
Extras	2	c Garde, b Clark	5
		Extras	3
Total	102	Total	92

UNITED SERVICES.

Capt. Fawcett, R.A., b	7	First Innings.	Second Innings.
B. E. Garde, R.N., b J. T.	41		
C. H. McPringle, R.N.	33	not out	12
G. Moore, R.N., c J. T.	40	not out	4
L. Maitland, b Fawcett	11		
J. T. Dixon, b Pearce	1		
Lt. Arthur, b Fawcett	0		
Lt. Matheson, R.A.M.C., b	1		
E. W. Fawcett, R.N., c	9		
J. T. Dixon, b Fawcett	9	Extras	4
		Total	167

BOWLING ANALYSIS.

H.K.C.C.			
First Innings.	Second Innings.	First Innings.	Second Innings.
O. M. R. W. W.	O. M. R. W. W.	O. M. R. W. W.	O. M. R. W. W.
Mackinlay	17 3 45	7 10 4 34	2
Fawcett	6 1 27	1 9 5 20	5
Fitch	4 21	1 9 5 20	5
Toulmin	0 4 7	1 —	2
Clark	—	5 17	2
UNITED SERVICES.			
O. M. R. W. W.	O. M. R. W. W.	O. M. R. W. W.	O. M. R. W. W.
Cooper	42	1	1
Powell	102 2 35	1	1
W. Dixon	3 1 11	—	1
Lambie	4 21	5 14	14
J. T. Dixon	17 6 35	6 5 2 14	1
Peacock	6 1 14	2 5 1 13	1

As the match was finished so early—about 2.45—and the ball of the Sherwood Foresters was on the ground, it was decided to play a scratch game. Ward and Fawcett therefore played sides, and it was arranged that the time left for play should be equally divided and the side that made most runs in their time should win. This proved to be quite a successful arrangement, and an exciting game was the result. Lambie delayed the start until 3.30, which left an hour and a half for play—three-quarters of an hour's batting for each side. Fawcett's side batted first and ran up a total of 85 in the 45 minutes, but the whole side were out in the time. W. Dixon bowled with great effect and taking 5 wickets for 35, Ward's side succeeded in making 97 for only 6 wickets in their 45 minutes, so they won the game quite comfortably. Only ten men played on either side in this match.

By kind permission of the Admiral and Officers, the massed bands of the fleet played an excellent selection on Friday afternoon, and by the kindness of Colonel Wyllie and Officers, the band of the 1st Sherwood Foresters; under Bandmaster or Bradley, did likewise on Saturday. The following are the scores and analyses of the scratch match:

PAWFECT'S TEAM.			
W. C. D. Turner, b W. Dixon	15		
H. Arthur, b Toulmin	10		
J. T. Dixon, b W. Dixon	7		
S. Powell, b Toulmin	4		
Capt. Fawcett, R.A., b W. Dixon	0		
C. H. McPringle, R.N., b W. Dixon	0		
E. W. Fitch, R.N., c Moore, b Rimington	25		
P. T. Lambie, b W. Dixon	22		
A. P. Silcock, R.N., b Rimington	2		
G. A. Woodcock, not out	2		
Extras	2		
Total	85		

WARD'S TEAM.			
G. Moore, R.N., b Powell	8		

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NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, THIS DAY (MONDAY) the 29th day of DECEMBER, 1902, at 12 noon, for the purpose of considering and if thought fit passing the subjoined Special Resolution.

RESOLUTION.

That the Company be wound up voluntarily under the Provisions of the Companies Ordinance 1895 to 1899, and that the HONOURABLE CHARLES STEWART SHARP, ALEXANDER GEORGE WOOD, and JOHN THOMAS MARTIN WHEELLEY be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint liquidators.

Dated this 29th day of December, 1902.

By Order of the Consulting Committee,
WILLIAM D. JUPP,
337 Acting Manager.

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NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 and 40, Queen's Road Central, TO-MORROW (TUESDAY), the 30th day of December, 1902, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1902.

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H. W. S. EDMUNDSON, Manager.
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NOTICE.

THE attention of the public is drawn to the provisions of the Stamp Amendment Ordinance 1902, whereby certain duties are increased, and it is recommended that at least a part of any stock of forms be presented to the Stamp Office for surcharging before the 31st instant.

A copy of the new Schedule in force from the 1st JANUARY, 1903, can be seen at the Stamp Office.

A. M. THOMSON,
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DENTISTRY.

P. U. TUNG.
PRICES MODERATE.
CONSULTATION FREE.

56, DES VŒUX ROAD (corner Pottinger Street),
Hongkong, 6th December, 1902. [3277]

S I E N T I N G .
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.

Hongkong, 22nd September, 1902. [2225]

M. E. CHADWICK K E W
DENTAL SURGEON,
No. 39, QUEEN'S-ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 19th March, 1902. [3346]

NOTICE.

OWING to the large increase in the cost of
Fodder, &c., we are obliged to raise the
price of our MILK to 12 Cents per Small
Bottle, from 1st JANUARY NEXT.

THE DAILEY FARM CO., LTD.,
S. A. SETH,
Secretary.

THE HONGKONG DAIRY,
G. W. GEGG,
Manager.

Hongkong, 18th December, 1902. [3390]

CARTRIDGES.

IMPORTED EVERY MONTH, THESE
FOREVER ALWAYS FEESH.

ELEY, SCHULTEZ'S, AMBERITE
and KYNOCK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT
in all Sizes. Nos. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. [3152]

INSURANCES

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HCTZ, ACOB & CO.,
Hongkong, 2nd Av., 1900. [29]

AACHEN AND MUNICH FIRE IN-
SURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [118]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1901.
£15,722,658.

I. AUTHORIZED CAPITAL £3,000,000
SUBSCRIBED CAPITAL 2,750,000
PAID-UP CAPITAL 687,500
II. FIRE FUNDS 2,695,548

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [1796]

"L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1883.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [173]

GENERAL MARINE INSUR-
ANCE COMPANY, LIMITED,
OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, s/JACOB & CO.
Hongkong, 1st September, 1902. [2327]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.
Hongkong, 16th November, 1872.

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.

Cash Security £265,719
Total Losses Paid £6,769,240

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [142]

THE HENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office,
Hongkong, 17th August, 1887. [198]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.
Hongkong, 16th May, 1892.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSSSEN & CO.
Hongkong, 29th May 1895. [27]

THE AMERICAN SYSTEM
OF
DENTISTRY.

P. U. TUNG.
PRICES MODERATE.

CONSULTATION FREE.

56, DES VŒUX ROAD (corner Pottinger Street),
Hongkong, 6th December, 1902. [3277]

S I E N T I N G .
SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.

Hongkong, 22nd September, 1902. [2225]

M. E. CHADWICK K E W

DENTAL SURGEON,
No. 39, QUEEN'S-ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 19th March, 1902. [3346]

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OWING to the large increase in the cost of
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THE DAILEY FARM CO., LTD.,
S. A. SETH,
Secretary.

THE HONGKONG DAIRY,
G. W. GEGG,
Manager.

Hongkong, 18th December, 1902. [3390]

CARTRIDGES.

IMPORTED EVERY MONTH, THESE
FOREVER ALWAYS FEESH.

ELEY, SCHULTEZ'S, AMBERITE
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CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT
in all Sizes. Nos. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. [3152]

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly
share report, dated Hongkong, 24th December,
Owing to the Christmas holidays only a few
days have elapsed since our last report was
issued, and in the interval nothing of importance
has occurred in our market, which continues
generally very quiet.

BANKS.—Hongkong and Shanghai have
again been booked in small lots at \$652, and
the rate close steady. London has improved
to \$35. Nationals can be procured at the
reduced rate of \$28.

MARINE INSURANCES.—Unions have buyers
of no shaver obtainable except in advance.
China Traders are at \$88, at which sales have
been made during the interval. Yamtsze have
sold at \$163 and more shares could be placed.
Cantons continue on offer at \$167.

FIRE INSURANCES.—Hongkong continues
on offer at \$35, and China at \$84.

SHIPPING.—Hongkong, Canton and Macao
fall to \$344 in the early part of the period
under review, but recovered immediately to
\$35, at which there are buyers. Indo-Chinas
are slightly firmer under settlement influences,
and are wanted at \$85. Douglares have been
negotiated at \$41, and are now enquired for at
\$44. Star Furries have sold and are wanted
at \$25 (old) and \$13 (new). Shell transports
have declined to \$1.75, 6s. dollars.

REFINERIES.—China Sugars have improved
to \$8.6 buyers. Luxons continue on offer at \$124.

Mining.—Punjoms are easier again with
sellers at \$21. Raubs are wanted at \$0. Jelebus and
Charbonnages are unchanged.

DOCKS, WHARVES & DOCKWORKS.—Hongkong
and Whampoa Docks have been booked at \$2124
and \$210, and close with some buyers at the
lower rate. Hongkong and Rowlock Wharves
are wanted at \$88. New Amoy Docks continue
on offer at \$4.

LANDS, HOTELS & BUILDINGS.—Hongkong
Lands are unchanged at \$155 buyers. Kowloon
Lands have sold at \$301 and \$31 and are re-
quired for at the higher figure. West Points
continues in request at \$57. Humphreys
Estates are quiet at \$12, after sales at \$123 and
\$12. Hongkong Hotels have been booked at
\$140 and are offering at \$141. Orienta Hotels
are neglected at \$371 sellers.

COTTON MILLS.—Prices are unchanged at
Tls. 40. Internationals are quoted Tls. 40.
Louk Kung Mows at Tls. 44, and Sochees at
Tls. 160. Hongkong Cottons can still be pro-
cured at \$174.

MISCELLANEOUS.—Manila Investments have
sellers at \$144. Green Island Cements have
been booked at \$204 and close with probable
buys at \$140. Hongkong Electricities are wanted at
\$13.10 (old) and \$6.65 (new). Ropes can be
placed at \$120. Tramways have sold at \$345.
Steam Water-boats are wanted at \$8.65.
Providents are in strong demand at \$8.65 with
no sellers under \$10. China Light and Powers
have sold and are in further request at \$8.0.
Philippine Tobacco Trusts have tumbled to \$30

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorages of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VARIOUS PORTS OF CALL	VALETTA	Brit. str.	—	W. B. Palmer, R.N.	P. & O. S. N. CO.	On 3rd January, at Noon.
LONDON	GLENLOCHY	Brit. str.	—	E. J. Stoddard	MCGREGOR BROS. & GOW	On 5th January.
LONDON	PELUS	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWINE	On 7th January, at Noon.
LONDON & MARSEILLES VIA SINGAPORE, &c.	BOMBAY	Brit. str.	—	P. & O. S. N. CO.	BUTTERFIELD & SWINE	On 20th January.
LONDON	ANTONIO	Brit. str.	—	—	BUTTERFIELD & SWINE	On 3rd February.
LONDON	ELMACHUS	Brit. str.	—	—	BUTTERFIELD & SWINE	On 17th February.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWINE	On 20th February.
LONDON	DARDANUS	Brit. str.	—	Schmitz	MESSAGERIES MARITIMES	To-day, at 1 P.M.
LIVERPOOL, DIRECT	TOKIN	Fren. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 10th Jan., at Daylight.
MARSEILLES, VIA POORT OF CALL	KATACHI MARU	Jap. str.	—	—	BUTTERFIELD & SWINE	On 16th January.
MARSEILLES, LONDON & ANTWERP V. STORE, &c.	OPOACK	Brit. str.	—	—	BUTTERFIELD & SWINE	On 21st February.
MARSEILLES & ANTWERP	TYRHEUS	Brit. str.	—	—	MELCHERS & CO.	On 7th January, at Noon.
BREMEN, VIA PORT OF CALL	KONG ALBERT	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th January.
HAVRE & HAMBURG	SILENA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th February.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow.
GENOA & HAMBURG	C. FERD. LAEISZ	Ger. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 31st inst.
GENOA, LONDON & ANTWERP	STRASSBURG	Ger. str.	—	—	BUTTERFIELD & SWINE	On 20th January.
GENOA & LIVERPOOL	BONLOND	Brit. str.	—	—	DODWELL & CO., LTD.	Quick despatch.
GENOA & LIVERPOOL	TYDUS	Brit. str.	—	—	SHEWAN, TOME & CO.	On about 29th Inst.
NEW YORK, VIA PORTS & SUEZ CANAL	CROYDON	Brit. str.	—	—	—	On 31st inst.
IN FRANCISCO, VIA SANTA ROSALIA, (MEXICO)	VICTORIA	Brit. str.	—	—	—	To-morrow.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 14th January, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & TACOMA VIA SHANGHAI, &c.	TELEMONT	Brit. str.	—	T. W. Garlick	DODWEIL & CO., LTD.	On 20th January.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 13th January, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOZA MARU	Jap. str.	—	H. Christianson	NIPPON YUSEN KAISHA	On 24th January.
PARLING	INDRAVELLI	Brit. str.	—	—	—	On 14th January.
PEKIN	CHINGTU	Brit. str.	—	—	—	To-day.
PEKIN	KUMANO MARU	Jap. str.	—	—	—	On 1st January, at 4 P.M.
PEKIN	EASTERN	Brit. str.	—	—	—	On 9th Jan., at Daylight.
PEKIN	MANILA	Brit. str.	—	—	—	On or about 30th Inst.
PEKIN	YAMAGUCHI MARU	Jap. str.	—	—	—	On 12th January, at Noon.
PEKIN	TAIWAN	Brit. str.	—	—	—	On 31st Inst.
PEKIN	CHUSAN	Brit. str.	—	—	—	On or about 31st Inst.
PEKIN	KALAOA	Brit. str.	—	—	—	On 2nd Jan., at Daylight.
PEKIN	AMPING MARU	Jap. str.	1 m.	I. Goto	—	On 31st Inst.
PEKIN	HAJUNG	Brit. str.	2 h.	Gibson	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
PEKIN	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	DOUGLAS LAPPACK & CO.	To-morrow, at Noon.
PEKIN	KUMANO MARU	Jap. str.	—	E. W. Haswell	MITSUI BUSSAN KAISHA	On 1st January, at 4 P.M.
PEKIN	LYCENSON	Brit. str.	—	R. A. Peters	P. & O. S. N. CO.	On 2nd January, at Noon.
PEKIN	KANSU	Brit. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 31st Inst.
PEKIN	CHUSAN	Brit. str.	—	C. R. Longden, R.N.	BUTTERFIELD & SWINE	On 3rd January.
PEKIN	KALAOA	Brit. str.	—	W. C. Craven	DODWELL & CO., LTD.	To-day.
PEKIN	AMPING MARU	Jap. str.	—	—	SHEWAN, TOME & CO.	On 1st January, at Noon.
PEKIN	BOMBAY MARU	Jap. str.	—	—	—	On 2nd January.
SHANGHAI	SHANGHAI	—	—	—	—	SAFETY. SPEED. PUNCTUALITY.
SHANGHAI	FOOCHOW, VIA SWATOW & AMOY	—	—	—	“Empress” Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.	“Empress” Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SWATOW, AMOY & FOOCHOW	MANILA	—	—	—	SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.	SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
MANILA	MANILA	—	—	—	PROPOSED SAILINGS FROM HONGKONG,	PROPOSED SAILINGS FROM HONGKONG,
MANILA	MANILA DIRECT	—	—	—	SUBJECT TO ALTERATION.	SUBJECT TO ALTERATION.
MANILA	SAMALANG & SOTRAHAYA	—	—	—	R.M.S. “ATHENIAN” 3,832 Tons WEDNESDAY, 31st Dec.	R.M.S. “ATHENIAN” 3,832 Tons WEDNESDAY, 31st Dec.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE, PENANG & CALCUTTA	—	—	—	R.M.S. “EMPEROR OF CHINA” 6,000 Tons WEDNESDAY, 14th Jan.	R.M.S. “EMPEROR OF CHINA” 6,000 Tons WEDNESDAY, 14th Jan.
BOMBAY	BOMBAY, VIA SINGAPORE & COLOMBO	—	—	—	R.M.S. “EMPEROR OF INDIA” 6,000 Tons WEDNESDAY, 11th Feb.	R.M.S. “EMPEROR OF INDIA” 6,000 Tons WEDNESDAY, 11th Feb.
SHANGHAI	SHANGHAI	—	—	—	K.M.S. “TARTAR” 4,425 Tons WEDNESDAY, 25th Feb.	K.M.S. “TARTAR” 4,425 Tons WEDNESDAY, 25th Feb.
SHANGHAI	SHANGHAI	—	—	—	R.M.S. “EMPEROR OF JAPAN” 6,000 Tons WEDNESDAY, 11th Mar.	R.M.S. “EMPEROR OF JAPAN” 6,000 Tons WEDNESDAY, 11th Mar.
SHANGHAI	SHANGHAI	—	—	—	R.M.S. “ATHENIAN” 3,832 Tons WEDNESDAY, 18th Mar.	R.M.S. “ATHENIAN” 3,832 Tons WEDNESDAY, 18th Mar.
SHANGHAI	SHANGHAI	—	—	—	R.M.S. “EMPEROR OF CHINA” 6,000 Tons WEDNESDAY, 1st April.	R.M.S. “EMPEROR OF CHINA” 6,000 Tons WEDNESDAY, 1st April.
SHANGHAI	SHANGHAI	—	—	—	R.M.S. “EMPEROR OF INDIA” 6,000 Tons WEDNESDAY, 22nd April.	R.M.S. “EMPEROR OF INDIA” 6,000 Tons WEDNESDAY, 22nd April.
SHANGHAI	SHANGHAI	—	—	—	R.M.S. “TARTAR” 4,425 Tons WEDNESDAY, 6th May.	R.M.S. “TARTAR” 4,425 Tons WEDNESDAY, 6th May.
SHANGHAI	SHANGHAI	—	—	—	R.M.S. “EMPEROR OF JAPAN” 6,000 Tons WEDNESDAY, 13th May.	R.M.S. “EMPEROR OF JAPAN” 6,000 Tons WEDNESDAY, 13th May.
SHANGHAI	SHANGHAI	—	—	—	R.M.S. “ATHENIAN” 3,832 Tons WEDNESDAY, 27th May.	R.M.S. “ATHENIAN” 3,832 Tons WEDNESDAY, 27th May.

SHIPPING.

ARRIVALS.

The British steamer *Ruby*, from Manila 25th Dec., had strong N.E. monsoon with high sea, dull overcast sky with occasional rain showers. The German steamer *Modeste Richmers*, from Bangkok 19th Dec., had fine weather to Cape Padar; from Cape Padar to port strong N.E. monsoon with strong sea and rain. The British steamer *Hardy*, from Swatow 27th Dec., had fine but hazy weather, fresh monsoon and moderate sea. Vessels in Swatow—*Takao*, *Yiliang*, *Wasang*, *Hongsang*, *Chou-tien*, *Tai-tao*, *Tai-pao* and *Salambo*.

Dec. 26. *HOUDIA*, French str., 769, M. Merle, L. Capo, 24th December, General.—A. R. Marte.

Dec. 26. *HANOI*, French str., 730, P. Norbre, Haiphong 23rd December via Hoihow 25th, General.—A. R. Marte.

Dec. 26. *HONGKONG MARU*, Japanese steamer, 3,417, W. E. Filmer, San Francisco 25th Nov., General—*TOYO KISEN KAISHA*.

Dec. 27. *BIJOU*, Norwegian str., 722, A. N. Christensen, Moji 21st December, Coal—*CAKLOWIA* & Co.

Dec. 27. *HSIEN-HU*, Chinese str., from Canton.

Dec. 27. *HOKOKU MARU*, Jap. str., 1,715, K. Yoshimatsu, Chigoku 2nd Dec., Groundnuts—*CHINESE*.

Dec. 27. *MADELINE RICHEMUS*, German str., 1,650, T. Sanders, Bangkok 19th Dec., Rice—*ARNHOLD, KAHRSBERG & CO.*

Dec. 27. *NIJN NOGOROD*, Russian str., 1,892, S. Lachmatoff, Odessa 14th Nov., General.

Dec. 27. *ROHILLA MARU*, Japanese str., 2,309, E. P. Bishop, Manila 24th Dec., General—*MITSUI BUSSAN KAISHA*.

Dec. 27. *ROHILLA MARU*, British str., 1,611, R. W. Almond, Manila 25th Dec., General—*SHEWAN, TOME & CO.*

Dec. 27. *SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MAISSEUILLES, MEDITERRANEAN AND BEACH SEA PORTS*, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

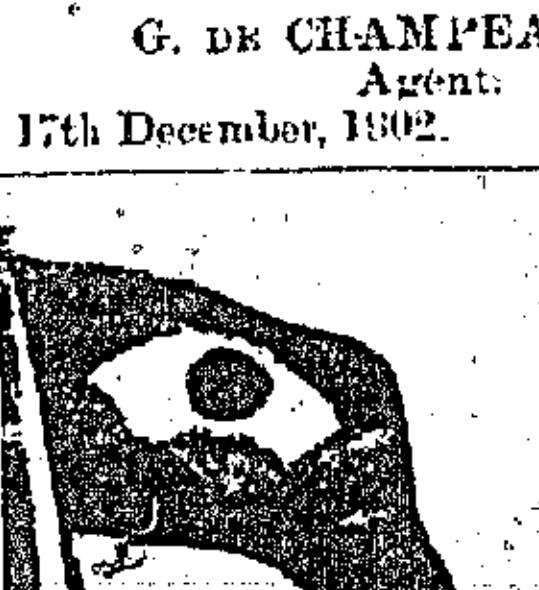
ON MONDAY, the 29th December, 1902, at 1 P.M., the Company's Steamship “TONKIN,” Captain Schmitz, with Mail, Passengers, Specie and Cargo, will leave this Port for MAISSEUILLES, via BOMBAY.

This Steamer connects at COLOMBO with the *La Ville de la Côte*, which vessel takes on her Passengers and Mails, leaving that port on the 10th January, direct to Suze, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 28th December. (Parcels are not to be sent on board, they must be left at the Agency's Office.)

For further particulars, apply to the Company's Office.



TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA IN
48 HOURS.

THE Company's well-known Steamship

“ROHILLA MARU,”

3,863 Tons, Captain J. P. Bishop, will be despatched for MANILA, TO-MORROW, the 26th inst., at Noon.

To be followed by the “ROSETTA MARU,” on or about the 5th January.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and St

OCEAN STEAM SHIP COMPANY, LTD.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 6th January.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 8th January.
GLASGOW and LIVERPOOL...	"PYTHIUS"	On 14th January.
GLASGOW and LIVERPOOL...	"DIOMED"	On 28th January.

HOMEWARDS.	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 6th January.
LONDON	"ANTENOR"	On 20th January.
LONDON	"TELEMACHUS"	On 3rd February.
LONDON	"PROMETHEUS"	On 17th February.
GENOA and LIVERPOOL...	"TYDEUS"	On 20th January.
LIVERPOOL DIRECT	"DARDANUS"	On 20th February.
(Taking Cargo at London Rates)	"PYRRHUS"	On 21st February.
MARSEILLES and ANTWERP		For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 27th December, 1902.

VESSELS ON THE BERTH

CHINA NAVIGATION CO., LTD.

HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS OF
CALL.AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which
can be obtained on application to the
Undersigned.NEXT SAILINGS.
"CHINGTU" ... leaves on 29th December.
"TAIYUAN" ... " 20th January.
"TSINAN" ... " 16th February.
"CHANGSHA" ... " 7th March.Superior accommodation amidships. Electric
Light throughout. Fitted with Refrigerators
which ensure a fresh supply of Ice and Provi-
sions during the entire voyage. Duly qualified
European Surgeons carried.BUTTERFIELD & SWIRE
AGENTSCHINA NAVIGATION CO., LTD.
Hongkong, 8th December, 1902. [1981]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.
THE Steamship"BENLOMOND,"
Captain Stutton, will be despatched as above
on WEDNESDAY, the 31st inst.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd December, 1902. [3423]

FOR SAN FRANCISCO, VIA SANTA
ROSLIA (MEXICO).THE Steamship
"VICTORIA,"
Captain Casey, will be despatched for the above
ports on or about the 28th instant.For Freight, &c., apply to
SHEWAN, TOME & CO.,
Agents.

Hongkong, 17th December, 1902. [1337]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.THE Steamship
"VALETTA,"
Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
port on SATURDAY, the 3rd January,
at NOON, taking passengers and cargo
for the above ports.Silk and Valuables, one cargo for France, and
for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd December, 1902. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS,
nor THE OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour:DAYLIGHT, British 4-m. barque, James Readie,
Stinlard Oil Co.EVIL J. DAY, American barque, F. Carson.—
Sandie, Wieser & Co.LOTMARE, Italian barque, A. M. Schiavino.—
Orde.

Hongkong, 24th December, 1902. [15]

THE BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. S. E. Erskine, at
Hongkong.Albion, battleship, 12,950 tons, 16 guns, Capt.
Thomas H. M. Jerram, at Singapore.Algerine, sloop, 1,050 tons, 8 guns, 1,200 h.p.,
Comdr. Rowland Nugent, at Hongkong.Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O., at
Weihaiwei.Aethra, c. r. s. r., 4,300 tons, 10 guns, 5,000
h.p., Capt. J. Startin, at Penang.Argonaut, 1st class cruiser, 11,000 tons, 16 guns,
Capt. G. H. Cherry, R.N., at Singapore.Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
3,411 h.p., Capt. F. G. Stopford, at
Hongkong.Brani, sloop, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. F. M. Leslie, Yangtze.Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. Thos. D. Pratt, at Bangkok.Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tudor, at Hong-
kong.Eclipse, cruiser, 5,600 tons, 11 guns, Captain
Stokel, at Liangkong.Esquiple, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, at Singapore.Fame, torpedo-boat destroyer, 380 tons, 6 guns,
5,760 h.p., Lieut.-Comdr. Cyclo Asper, at
Hongkong.Fearless, cruiser, 4,430 tons, 12 guns, Capt. J. I.
Graham, at Hongkong.Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,
in reserve.Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, at Hongkong.Goliath, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain F. H. Henderson, C.M.G., at
Hongkong.Handy, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve.Hart, torpedo-boat destroyer, 250 tons, 6 guns,
< 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at
Hongkong.Humber, steamer, 1,640 tons, Comdr. John D.
Daintree, at Hongkong.Janus, torpedo-boat destroyer, 230 tons, 6 guns,
3,300 h.p., in reserve.Kinsha, river gunboat, 331 tons, Lieut.-Comdr.
G. B. Powell, on Yangtze.Moorside, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. G. G. Webster, at Samshui.Mutine, sloop, 980 tons, 10 guns, Comdr. G.
W. M. Fenderleath, at Hongkong.Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Richard W. White, at
Hongkong.Otter, torpedo-boat destroyer, 350 tons, in
reserve.Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, at Hongkong.Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p.,
Capt. H. C. Reynolds, on Yangtze.Rambler, surveying-ship, 580 tons, Capt. Morris
H. Smyth, at Hongkong.Ringdado, sloop, 980 tons, 6 guns, Comdr. D. S.
Autry Waka, at Nanking.Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. John F. Irvin, at
Samshui.Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.,
Comdr. A. W. Hamilton, at Hongkong.Sandpiper, river gunboat, 85 tons, 2 guns, 21
h.p., Lieut.-Comdr. Murray MacLach-
lum, at Samshui.Snipe, river gun-boat, 85 tons, 2 guns, 210 h.p.,
Lieut.-Comdr. Ernest W. G. Davidson, on
Yangtze.Toku, torpedo-boat destroyer, 250 tons, 6 guns,
5,600 h.p., in reserve.Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p.,
Capt. Louis Hayley, at Mira Bay.Tamar, receiving ship, 4,600 tons, 6 guns, Com-
modore Robinson, A.D.C., at Hongkong.Teal, river gunboat, 180 tons, 2 guns, Lieut.-
Comdr. R. W. Dilgaty, on Yangtze.Tweed, gunboat, 362 tons, 3 guns, 200 h.p.,
at Ichang.Vestal, sloop, 980 tons, 10 guns, 1,100 h.p.,
Comdr. Stuart St. J. Farquhar, S. rails.Watervitch, surveying-ship, 620 tons, 400 h.p.,
Lieut.-Comdr. E. C. Hardy, at Hongkong.Whilting, torpedo-boat destroyer, 369 tons, 6
guns, 590 h.p., Lieut.-Comdr. H. L. Wells,
at Hongkong.Wivorn, coast defence ship, armoured, 2,750 tons,
1,000 h.p., in reserve, at Hongkong.Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. Ronald E. Chelcott, on
Yangtze.Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. Hugh G. Somerville, on
Yangtze.D'Entrecasteaux, French flagship, 8,100 tons,
14 guns, 13,500 h.p., Capt. D. en Fourt,
at Hongkong.Desarnier, French cruiser, 4,000 tons, 13 guns,
9,000 h.p., Capt. de Saunois, at Saigon.Dimitri Demko, Russian armoured cruiser,
6,000 tons, 14 guns, 7,000 h.p., Comdr.

M. van der Saenoff, at Singapore.

Diu, Portuguese gunboat, 720 tons, Capt. P.
d'Arvedo, at Macao.Don Juan de Austria, American gunboat, Com.
Bowman, at Manila.Eclaireur, French gunboat, 8 guns, 2,050 h.p.,
Capt. Texier, at Taku.Friant, French cruiser, 4,000 tons, Capt. Adam,
at Nagasaki.

Fürst Bismarck, German flagship, Vice-Admiral

Bonnefond, 11,000 tons, 36 guns, Capt.
Friederick, at Hongkong.Gaidamak, Russian torpedo-boat, 18 guns, 3,500
h.p., Capt. Serbeninoff, at Port Arthur.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr.

Berger, at Hongkong.

General Alava, American gunboat, 1,800 tons,

Lieut.-Comdr. W. F. Halstead, at Manila.

Gremiatchy, Russian gunboat, 1,452 tons, 2
guns, 2,500 h.p., Capt. Smirnov, at
Changchow.Gromoboi, Russian battleship, 12,436 tons, 26
guns, 14,500 h.p., at Port Arthur.

Guichen, French cruiser, 8,200 tons, Capt. De

Surgy, at.

Hansa, German cruiser, Rear-Admiral Kirch,
h.p., 6,800 tons, 30 guns, Capt. Paschen,
at Tsingtao.Heaven, American gunboat, 8 guns, 1,998 h.p.,
Comdr. R. R. Ingwersen, at Hongkong.Horthy, German cruiser, 6,100 tons, 30 guns,
Capt. Derwesky, at Tsingtao.Itis, German gunboat, 1,000 tons, 10 guns,
Lieut.-Comdr. Schumacher, at Singapore.

